DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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JTE Tankers streamline organisation

In an effort to streamline the internal organisation, management and works council of John T. Essberger in Dordrecht/Netherlands have reached agreement concerning the transfer of the shore based activities currently being carried out in Dordrecht to the Hamburg office. "We thank the works council members for their co-operation and appreciate their input to the process" says JTE COO Jan Hammer. "We are glad that a solution could be found, which also means that all seafarers sailing on the Dutch flagged vessels will be offered employment contracts with JTE in Hamburg under the same conditions as today. The vessels will continue to fly the Dutch flag. We sincerely hope that all seaferers will remain with John T. Essberger. Furthermore we wish to thank the shore staff in Dordrecht for their continuous dedication to their work also during this process", he adds. The Dordrecht office will be closed by the end of the year. For the shore personnel a social plan has been concluded. JTE Dordrecht became part of JTE 12 years ago. In 2004, JTE acquired Vopak Chemical Tankers, the chemical tanker business of Royal Vopak, Rotterdam.

DAL/JTE Group presents new management structure

Last year, the Deutsche Afrika-Linien/John T. Essberger Group started to restructure its management and to redefine the responsibilities. This process has now been completed and is as follows. The overall management remains with the Owners of the Group: Dr Eberhart von Rantzau and Heinrich von Rantzau. One level down, the management is split into three areas of responsibility: Jan Hammer, who joined the Group on 1 October 2015, is heading the Group's business unit "Chemical Tankers, Dry Cargo & Shipmanagement" which comprises chartering and operations of

(continued on page 2)

Hartmut Lühr (COO/Liner Services), Heinrich v Rantzau (CEO), Dr Eberhart v Rantzau (CEO), Lutz Weber (CFO) and Jan Hammer (COO/J T Essberger)

WiFi on board all our ships

In order to improve the communication capability of the vessels and the crew welfare as well as the safe and efficient operation of the vessels, DAL/JTE have decided to equip all ships with a highly efficient satellite communication system. Correspondingly, we will equip all vessels managed by DAL/JTE by the end of the year with a 1,5 Mbit VSAT system. After a test period on our new container ships "Ubena" and "Ulanga", we have selected MARLINK as provider. The installation of the VSAT system will allow our crews on board internet access via WiFi which will make it easier for their own devices when off duty. For the crews, there will also be the much more cost-effective option to use the voice-over IP system for calling home. Due to the increased speed and bandwidth, we will improve the data transfer significantly, be able to send updates, large documents and files instead of utilising costly and time-consuming postal or courier services. "We hope we will be able to conclude the project by the end of 2016," says Capt. Schlarmann, fleet manager ship management.

Vopak join TOS Singapore

The DAL/JTE agency division of Transocean Shipmanagement (TOS), Singapore, has joined port agency services with Vopak Agencies B.V. effective 1 July 2016, the joint venture will offer port agency services under the name of "Vopak TOS Agency Singapore". TOS Singapore remain as they are for ship management services. Vopak Agencies B.V. offer their port agency services in the Netherlands, Belgium, Sweden and Germany.

The last months have shown that the shipping markets are still under enormous pressure. A recovery due to lower bunker prices cannot make up for the fact that the key issues of the crisis have not been solved: too much tonnage at stagnating or even decreasing freight and charter rates.

Our South African service is also affected by rate issues and furthermore our reefer sector has not been left unscathed by the repercussions of a poor fruit season resulting from bad weather. Fortunately, the situation at Essberger Tankers seems to be further consolidating, whereas at Essberger Dry Cargo the charter rates are still rock-bottom.

Since we are highly dependent on the global development of shipping markets, which we cannot influence, we are using these difficult times to strengthen our Group in terms of personnel and organisation. The Group's management now has clearly defined competencies, and some of its members have been newly appointed.

We have agreed with the works council of Essberger Tankers Dordrecht to close our office in the Netherlands and to move all activities to Hamburg as of 2017. Organisational and cost-related reasons left us with no other choice. As expected, the negotiations have not been easy. But we have finally reached an agreement we can build on. All of our highly appreciated Dutch seafaring personnel will be taken over by John T. Essberger where they will be welcome to communicate their individual conceptions.

We are convinced we will all experience the positive effects of this reorganisation which serve to strengthen our Group's position in the chemical tanker market.

Yours, Eberhart von Rantzau

Moving containers in Africa can be a challenge. Simba logistics is prepared

Simba Logistics: Africa is not for sissies

The term "Africa is not for sissies" is commonly used when doing commercial and logistics transactions in Africa. One has to understand the operational constraints of doing business in Africa, where we are dealing with some of the poorest nations in the underdeveloped world, where infrastructure taken for granted in the first world simply does not exist. The African people are very resilient and have the uncanny knack of finding a solution to tricky situations. This is where the skills of Simba Africa Logistics team, based in Johannesburg, show their strengths. Via their network of connections in Southern Africa they provide end-to-end solutions to meet their customers' needs. Typically this may be a client or a medium-sized forwarder in Europe who has to deliver door-to-Zambia, Zimbabwe, Malawi, Mozambique, sometimes requesting Simba Africa Logistics for assistance with local customs clearance, transit permission or off-loading at destination. Increasingly, we are building up a network of local clients in South Africa who have to deliver cargo on a flatbed truck or a taught-liner to African destinations. Understanding the documentation requirements for multi-border crossings, avoiding truck standing time at the borders and keeping exporters/importers notified of the progress to final destination is just part of the daily tasks performed efficiently by Sandy Long and Donovan Govender. As a value-added service, we provide end-to-end solutions, assist with customs clearance where necessary and hold the customers' hand through all the rigorous documentary requirements. The growing expertise and attention to detail by the Simba Africa Logistics team keeps customers coming back, knowing they are in safe hands.

New management structure

(continued from page 1)

the Group's chemical tanker and dry cargo fleet and ship management for own and third party tonnage, with the departments human resources sea, purchasing, fleet management, SSHEQ, newbuilding and projects. Hartmut Lühr continues heading the business unit "Liner Services" comprising the departments trades, liner operations, liner accounting, MAP competence team, agency Germany (DALSA, DSA) and agency South Africa (DAL Agency) as well as United Africa Feeder Line (UAFL) with related activities Anjouan Stevedoring Company, Eastbourne Maritime Trading, UAFL Agency and Spanfreight Shipping, the Indian Ocean based activities of the Group.

Lutz Weber, who joined the Group by the beginning of the year, is responsible for "Finance & Administration", with Wilfried Fuhrmann as deputy. As from 1 July 2016, the unit "Finance & Administration" includes strategic corporate development, senior management & personnel development, finance/accounting/tax, controlling & corporate organisation, IT, insurance, human resources shore, as well as facility management and other investments.

Travel journal from box tracking with the DAL containers under way: smart device available

The Internet of Things is pervading ever more areas of life and work – also in the logistics industry. This opens up totally new doors for better service and more efficiency. DAL are securing themselves a competitive edge with a machine-to-machine (M2M) solution. Between Europe, Asia and Africa, about 120,000 DAL containers are on the move each year. When a fully laden container ship heads out to sea again it often takes months before the metal transport boxes return to their home port of Hamburg. While the containers are en route at sea, until recently all the shipowners could track was the ships' position. They only received a status update of the condition of the individual boxes and their contents when the cargo was discharged. And as soon as the containers were moved onto trucks or railway wagons, the information flow ended.

"But if you only realise thousands of nautical miles later at customs – or, even worse, at the final destination – that the goods were damaged en route, it's the worst case scenario," says Ralf Stüwe, manager operations liner services at DAL. It would be far better for the logistics experts if they were informed about problems as soon as possible. "Ideally we should travel with the containers and keep a constant eye on them," Stüwe adds. "The sooner we notice a problem the better we and our customers can react and plan."

Telekom as partner

That is possible now, thanks to the "smart container device". This digital travel companion was developed by DAL together with Deutsche Telekom and telematics experts Hirschmann. The shipowners' aim: to minimise the commercial risk, improve its service to customers and to increase efficiency. The key: fitted with numerous sensors, the compact device not only transmits position data but also information on the condition of the container while en route. An integrated solar cell allows an independent electricity supply, and with the help of a rechargeable battery the system overcomes energy shortages in cases of little sunlight. A second back-up battery serves as an emergency supply should the primary energy sources fail.

All the components are designed for a maintenance-free service life of ten years. Even when the software needs to be updated, the device can stay on the container because this can be done remotely. Depending on the requirements, the device is either permanently screwed onto the container or securely glued to the wall. For more flexibility, a magnetic holder is also available. This holds the device firmly in place on the container but, if required, can also be mounted elsewhere.

Containers with sensors

The smart container device has various sensors that measure the position, vibration, temperature and any leaning. The electronics also record whether or not the doors were opened without authorisation. Until recently, merely seals were used to ensure the doors remained shut during transport. However, the only information you gained from this was that attempts had been made to gain unauthorised access, and you couldn't tell when and where this had happened.

In contrast, the tracking device works in real time, recording each opening of the doors, and sends this information to the Cloud of Things by mobile telephony. If anyone attempts to remove the device or to destroy it, the electronics sound an alarm. The same applies if the container leaves its scheduled route. With an integrated Telekom SIM card, the device sends the relevant data from anywhere in the world to Germany, where they are safely stored in the Telekom Cloud of Things. DAL can access the data by logging into the cloud with a password, and can always see how their fosterlings are doing. Whether and in what events the system actively informs the shipowners can be selected as required:

Today DAL can keep track of their containers 24/7. "Before, we didn't find out about impacts,

Ralf Stüwe has been at the forefront of introducing the smart container tracking device in cooperation with Deutsche Telekom. During the recent CeBIT technology fair in Hanover he was invited to the Telekom stand where he explained the virtues of this technically advanced introduction to a broader public audience

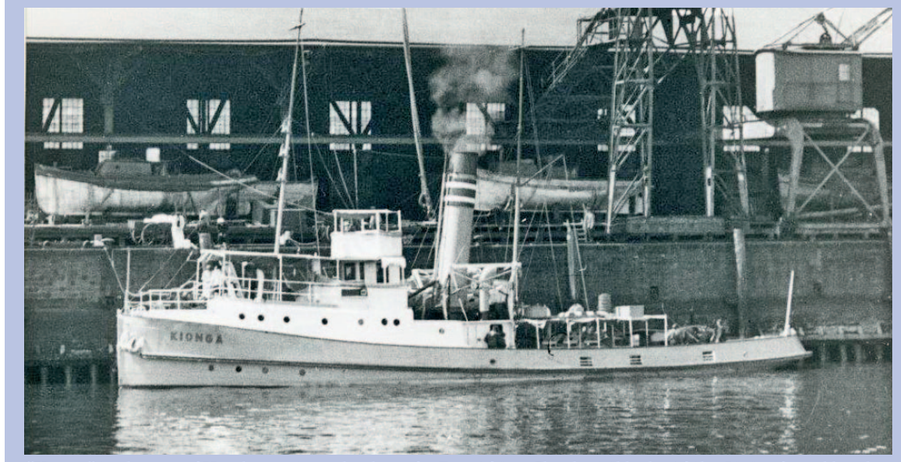
leaning or unauthorised opening of the doors until much later," says Stüwe. "Now we get an alarm notification in real time, which also allows us to hold whoever responsible for the damage." Because if it turns out that the contents are damaged, the data makes it possible to quickly and easily determine where and when the damage occurred and who caused it – and who has to pay compensation. How often the smart device sends its data is individually selectable. In addition, the intelligent software notices whether a container is being moved or not. If a box is standing in port for a lengthier stretch of time, the device deactivates its radio operation until the sensors detect a change. That way DAL saves unnecessary mobile connection costs. To make the costs for running the solution as transparent as possible, Telekom has also made roaming partner agreements abroad. Since the radio module transmits the container data via the mobile phone network, the shipowners can even track their containers when they've been loaded from the ship onto a truck or train for onward haulage. "That wasn't possible before, because we could only track the ships and not the actual containers," says Stüwe. So far, DAL have only connected a small share of their containers. The trial is comprised of ten units for which the smart container devices transmit their position four times a day, first into the Telekom Cloud of Things and then on demand to the headquarters of DAL. The solution itself can easily be extended as required, for example by adding further sensors via Bluetooth that detect gases, humidity and light in the case of perishable or sensitive goods. "The solution has plenty more scope and applications that we have yet to discover," says Stüwe. "But we have several ideas already that we intend to implement in the near future."

Sudermühlen seminar: all in the family

Remembering the annual Essberger Tankers seminar for captains and officers in Sudermühlen: Cpt Albert Ten Wolde, C/E Jan Laurey, Cpt Ton Nagel, C/E Tomasz Kozlowski, C/E Sipke Steenbergen, Cpt Leo Kanters, 2/O Radoslaw Ewertowski, 2/E Miroslaw Czaja, C/E Grzegorz Topolewski, 2/E Steven van Royen, C/O Els Impens, C/E Miroslaw Jaworski, 2/O Chiel De Caluwaert, 3/O Christiaan Muilwijk, 2/E Jelle Spoelstra, Dr Eberhart von Rantzau, Mrs Patricia von Rantzau, C/O Bartosz Selau, C/O Arkadiusz Duczynski, Cpt Jaroslaw Spors, C/O Piotr Bes, C/O Jakub Nadaj, C/O Daniel Kubacki, C/O Enrique Lopez, 2/E Lukasz Zeromski, C/E Valerii Mersiyanov, 2/E Alexey Plyasukhin, Cpt Stefan Grabowski, 3/E Szczepan Skolimowski, 2/E Robert Starczewski (from left to right)

Tugboat "Kionga" in East African turmoil

Under the DAL funnel the vessel travelled to Beira in 1936 and ended up as a floating restaurant/by E. Stötzner



"Kionga" in the port of Hamburg prior to her leave for East Africa. Clearly visible the Afrika-Linien funnel band

Kionga is a place near Cape Delgado on the south-eastern coast of Africa, once part of the colony German East Africa, today of Mozambique. "Kionga" is also the name of a Hamburg port tug that sailed under the funnel colours of Deutsche Ost-Afrika-Linien from the River Elbe to Africa in May 1936. The steam tug was built by shipyard F. Schichau in Elbing, East Prussia. The ship was 30 metres long, 6.5 metres wide and had a draught of 3.8 metres. A triple expansion steam engine with a performance of 650 PS enabled a maximum speed of 10.5 knots with a consumption of eight tonnes of coal a day. The coal bunker held 95 tonnes. Radio telegraph equipment kept the 12-man crew in contact with the rest of the world.

In August 1921, the ship was delivered under the name of "Ernst" to shipowners Sieg & Co, and Danzig became her home port. In 1936, the "Kionga" came to the shipyard Stülcken in Hamburg, where it was converted and enlarged to 192 BRT. The new owner was Deutsche Ost-Afrika-Linien. The company planned to send the tug to Beira/Mozambique for two years as a replacement for the "Daressalam", which had sunk. On 20 May, the "Kionga" set sail under the command of Captain Schunemann, but returned after just two days with rudder and engine damage. Eight days later, the ship was underway again from Hamburg via Las Palmas, Freetown and Luanda to Cape Town, where she arrived after 36 days on 16 July to bunker 50 tonnes of coal. Then she steamed on to Beira and was later stationed in Dar es Salaam.

On 1 September 1939, the day World War II broke out, she put out to sea from Tanga (Tanzania) with a lighter in tow that was laden with 150 bales of sisal and a considerable amount of coal, oil and petroleum. On board she had a crew of six Germans and 22 Africans, and two passengers. Less than a week later, the "Kionga" reached Kismayo (Somalia), where the Africans were signed off and 15 Germans joined from the German ship "Uckermark", which was lying in Kismayo, too.

The following year, the tug sailed flying the German war flag in an Italian unit, based in Kismayo, as an auxiliary minesweeper. One year after that, the ship was sunk by the Germans themselves, but later raised by the British and put into service again. In 1949, the English sold the tug to Soc. Rimorchiatori Laziali, Genoa, who renamed the ship "Felicita". In 1951, her new home port became Civitavecchia near Rome. In 1986, the steamer was still in the register of Lloyd's List, but in 1987, the old lady was converted into a floating restaurant and moved to Portoferraio on the island of Elba. After that there were no further records of her whereabouts.

Panama Canal locks in a new dimension

Passage now possible for container ships of up to 12,000 TEU/Impact on global shipping

The new, bigger locks of the Panama Canal were officially opened on 26 July 2016. This has had dramatic effects in particular on worldwide container vessel traffic, though perhaps not directly on our own liner trade activities. Yet, our currently chartered out "DAL Kalahari" (4,500 TEU) with a beam of 37 metres could choose to take the 82-kilometre-long route from the Pacific to the Atlantic now. The old locks of the canal, opened in 1904, are 297 metres long, 33.5 metres wide and the draught limit is 12 metres. The new lock chambers are now 427 metres long, 54.9 metres wide and designed for draughts up to 15.3 metres. That corresponds to the dimensions of a modern vessel with a capacity of 12,000 TEU. They've already come up with a new term for the vessel size: "neo-Panamax class". But apparently there's potential for more. Experts reckon that soon vessels of 14,000 TEU will be able to pass through the Panama Canal. Nevertheless, several shipowners are already having ships built designed to carry 20,000 TEU. Impressive: the Panamanians managed to complete the construction work on the canal decided in 2006 almost exactly within the timeframe as planned, as well as stick to the budget of 5.25 billion dollars. Quite unbelievable: although the 112-year-old canal locks have never been technically modernised, they are still intact to this day and will remain in service for a long time to come. Until recently the canal was used by 14,000 vessels each year. The large amount of traffic meant that passages had to be booked months in advance and the waiting time in front of the entrance to the canal was often one or two weeks. Anyone wanting to enter immediately could take part in an auction and bid on priority passage, which was usually about twice the usual toll. For a vessel the size of "DAL Kalahari" the regular toll alone is in excess of 200,000 dollars. In contrast to the Suez Canal, the Panama Canal relies on the natural inflow of fresh water, which comes from the tributaries of the dammed Gatun Lake further inland. Because the canal used to lose about 200,000 tonnes of water with each transit, a solution had to be found. So, three tiered water basins were built next to each of the new lock chambers at different heights, which can temporarily retain some of the water so that less is lost. Their water level is regulated by pumps. Yet, a lack of rainfall and thus lower water levels can restrict the draughts allowed. The first vessel to enter the new canal locks was from China.

Our partner: Cesare Fremura Shipping Agency

Ship agents for Deutsche Afrika-Linien in Italy/A fifth-generation family-run business

Deutsche Afrika-Linien's agency partner from Italy, top left clockwise: Cesare Fremura, MD, Giovanni Demicheli, Line Manager, Clio Carozzino, Federico Achiardi, Emanuela Fain, Martina Luciani and Marcella Salvi

The Fremura Group was founded over a century ago in Livorno, Italy, and shipping has always been its core business. Livorno is still the headquarters of the group, but in the meantime it has spread its branch offices and subsidiaries over the whole Italian peninsula and abroad. The shares of the Fremura Group are entirely held by the family of the founder. The companies are presently managed by Mr Marcello Fremura, with the members of the fifth generation.

Today the Fremura Group has offices in the following Italian ports and inland locations: Livorno (Leghorn) – head office; Genoa, Milan, La Spezia, Venice, Naples, and subagents in all other smaller ports. These offices perform their commercial and operative tasks in complete autonomy, whilst the necessity of rationalisation has increasingly concentrated administrative functions in the Livorno head office through a modern and sophisticated electronic data transmission and processing system.

Service to third parties

The original group activity as shipping agency in the liner and tramp trade is still the core business of the Fremura Group even though the evolution of markets and technological developments have induced diversification into other shipping and transport-related fields already at a very early stage. Originally just to follow and support the growing exigencies of the represented shipowners, but then also to offer these services to third parties.

Since 1894, the Cesare Fremura Shipping Agency has been assisting the most important global maritime operators assuring a wide coverage of the Mediterranean area, the American continents and Asia markets. It offers complete logistics services, fully integrated with all the forwarding and transportation divisions and branches of the group. Highly specialised personnel and the extensive experience reached in over a century make the Cesare Fremura Shipping Agency the best partner to respond even to complicated requirements for both liner and non-liner services. The partnership with DAL started in 2004 when it was decided to open the Italian Med market, and since that date the growth in the share of the South African market has been constant. Fremura's agency staff has successfully teamed up with Hamburg and the South African colleagues, enabling attentive and timely customer service to all Italian shippers. The key to success in the very competitive shipping industries is probably the fact that Cesare Fremura Agency fully reflects the DAL motto:

"Big enough to be competitive, small enough to care for your personal needs." The tradition of the Fremura family brought enthusiasm to the agency team, who focus on the daily customer requirements every day.

Food and machinery

During these years the team has specialised and increased the knowledge of specific commodities such as the export of Italian food as well as car and machinery spare parts.

Thanks to DAL investment in the market of perishable products and special container equipment, reefer cargo of fresh fruit and frozen fish from South Africa into Italy has become a regular "guest" on DAL ships.

Fremura is quality-certified by the Rina Institute and also accredited by the Italian Customs Minister with an A.E.O. certificate.

Talking points in Germany

▸ **WHERE TO DURING THE SUMMER HOLIDAYS?** The issue of personal safety has led to new holiday destinations for Germans. Traditional holiday countries such as Tunisia, Egypt and Turkey have lost their appeal to some extent since the serious terrorist attacks. This has given a boost to domestic destinations within Germany as well as to the Spanish holiday island of Mallorca and in parts also to Greece because of the cheap prices. Likewise experiencing a boom is the cruise industry. Shipowners are expecting two million passengers in 2016, about ten per cent more than the year before, and shipyards are experiencing an "unprecedented surge" of orders for newbuilds. With 2.54 million passengers, Barcelona (Spain) heads the list of European cruise ports, ahead of Civitavecchia/Rome (Italy, 2.27 million), Southampton (England, 1.75 million), Palma de Mallorca (Spain, 1.72 million) and Venice (Italy, 1.58 million). In Germany, the ports of Hamburg (0.52 million), Rostock/Berlin (0.51 million) and Kiel (0.46) are among the top ten most popular ports.

▸ **FOOTBALL RULES THE WORLD** – and that goes for Germany in particular. But who are the most popular German football stars? Based on the money the football stars make in the advertising industry, Thomas Müller, striker at Bayern Munich and in the German national team, is top of the list. Second place goes to Manuel Neuer, goalie in both teams. The new superstar is Jerome Boateng, born in Berlin, son of a German mother and Ghanaian father. He is a defender in both teams and has a mature head on his shoulders. He could soon become the first captain of the national team with African roots.

▸ **WHO HAS THE FASTEST SUPERCOMPUTER IN THE WORLD?** Germany ranks ninth with its "Hazel Hen", which is located in the High-Performance Centre HLRS belonging to the University of Stuttgart and has a performance speed of 5.6 petaflops (trillions of calculations in one second). It is used, for example, by the automobile company Daimler for simulation calculations in the field of mobility solutions. Leader is the "Sunway TaihuLight" in Wuxi, China, with 93 petaflops.

▸ **BRITAINS BREXIT-DECISION** has been received with great regret by the vast majority of Germans. Nevertheless they are strong critics of an overpowerful EU.

Whereabouts

July 2016

Ship's name	Master	First Mate	Chief Engineer
Amalie Essberger	Krzysztof Osuch	Piotr Bes	Marek Ptasznik
Christian Essberger	Robert Szmaj	Arkadiusz Duczynski	Miroslaw Jaworski
Eduard Essberger	Jaroslaw Spors	Michal Kruszewski	Piotr Kret
Ellen Essberger	Adam Krzyzykowski	Jaroslaw Krok	Tomasz Kozlowski
Elsa Essberger	Stefan Grabowski	Grzegorz Kakol	Dmitry Shcherbov
Georg Essberger	Lukasz Antczak	Antonio Quita Ocampo	Andrzej Sullik
Johann Essberger	Zarko Boko	Mareks Satkovskis	Valerii Mersiianov
Liesel Essberger	Dariusz Swierkosz	Bartosz Selau	Saturnino Inato Yuson
Patricia Essberger	Robert Waldon	Enrique Romero Lopez	Grzegorz Topolewski
Philipp Essberger	Andrei Malenkov	Tomasz Rembisz	Krzysztof Barczynski
Koralia	Yudo Wiropati	Pepito Ruedas	Danilo Jose
Maersk Launceston	Jaroslaw Maciuk	Rafel Senier Nones	Piotr Turski
Selinda	Rubin Pavlov	Ireneo Quinanola Ruedas	Vadym Grytsyuta
Swakop	Oleksandr Grytsyuta	Igor Irza	Ilarion Sorin Chirtes
UAFL Zanzibar	Eduard Grimakovsky	Angie Mae Cajutol Cagud	Nicusor Florian Medrihan
Ubena	Konstantin Kveselevich	Ruslan Blazhyyevsky	Dmytro Shamonin
Ulanga	Mariusz Pleskacz	Sergiy Perepelytsya	Gleb Kolechkin
Valbella	Win Thein	Samuel Quinanola Ruedas	Oleg Burlachenko
Zambesi	Kostiantyn Kharchenko	Aleksandr Kaminsky	Aleksandr Jersov
Alcedo	S. W. Frerichs	T. Hastir	J. P. Lodder
Anneliese Essberger	A. F. Bijlstra	E. Impens	T. F. Oskam
Ardea	N. M. Bruinsma	K. Gbegan	R. V. Van Herwijnen
Caroline Essberger	A. J. Linthorst	S. W. Rijndorp	D. E. Jannink
Dutch Aquamarine	J. Van Der Form	C. De Boer	E. A. Van Es
Dutch Emerald	H. R. Nienhuis	S. De Bos	H. Berg
Dutch Faith	A. Kamphuis	D. M. Kazior	J. W. Sonneveld
Dutch Spirit	M. N. Boshuijzen	B. N. Desterre Roberts	D. I. Roele
Lisa Essberger	A. R. Buren	W. G. Bergsma	H. Van Schoonhoven
Lucy Essberger	A. Ten Wolde	N. N. Burger	J. M. Domingo
Ursula Essberger	K. C. Van Der Klooster	P. N. Tomanek	M. Kroon
Wilhelmine Essberger	A. B. Van Groenestijn	C. De Snaijer	R. S. Tichelaar

Personeelsmutaties

Persons joining the company

1.4.2016, A. Batovs, *3rd Officer*

17.4.2016, M. Verhoef, *Apprentice Sea*

15.5.2016, R. Van Dam, *3rd Officer*

22.5.2016, D. Keizer, *3rd Engineer*

Persons leaving the company

1.4.2016, G.A. Opmeer, 2nd Engineer

15.4.2016, M. Nooteboom, 3rd Engineer

15.5.2016, V.P.C. Denis, 3rd Officer

26.5.2016, A. Nentjes, Trainee

1.6.2016, M.L. Roosendaal, Chief Officer

Promotions

28.3.2016, M. Pietryka, from 3rd Officer to 2nd Officer

1.6.2016, R. Van Herwijnen, from 2nd Engineer to Chief Engineer

1.6.2016, P. Ciepichal, from 3rd Engineer to 2nd Engineer

Births

11.3.2016, Hessel Evert Jan, son of Arjan and Henrieke Sonneveld

12.4.2016, Fien, daughter of Chiel de Caluwaert and Carine Bauwens

14.4.2016, Natalia, daughter of Piotr Trusinski

40 years' Holger Reschke

Buildings are made of beams, walls and facades. Companies are no different. You can see the exterior but not what holds it all together. One of the people who work behind the facades is Holger Reschke, responsible for agency controlling and in this capacity a permanent member at the regular liner service meetings. In June 2016, he celebrated 40 years of service for our company, very modestly, in keeping with his character. Mr Reschke was born in Flensburg. He joined DAL to obtain a master's licence. He sailed on the "Kariba" and "Helga Essberger" "with 80,000 tonnes of oil in her belly", as he puts it. He completed his studies in Bremen. When he finally had his master's licence, he stayed in Bremen where he soon got a phone call from the HR department, asking him to work for them "temporarily" in their Hamburg office to handle the accounts for the Indian Ocean Island Service (SEAL) and then to assist at DAFCON, the inland sales organisation for transports, including working as a coordinator at the conference partner companies in Germany.

This temporary employment turned into a full-time contract for planning, development, accounts and operational controlling in DAL's agency world, a job where he continues to apply his vast amount of experience to this day. Since he still lives in Bremen and commuting to the office in Hamburg takes exactly four hours there and back each day, one can assume he enjoys his work. The German railway company Deutsche Bundesbahn must also be really pleased about that because in him they have found a reliable customer.

Als Bordarzt 1908 rund um Afrika

Ein neues Buch in deutscher Sprache beschreibt die Reise von Dr. Walther Falke auf dem Reichspostdampfer „Herzog"

In dem gerade erschienenen Buch mit dem Titel „Als Schiffsarzt 1908 rund um Afrika – Das Tagebuch der Schiffsreise eines Altmärkers und Landarztes in Nebra mit der Deutschen-Ost-Afrika-Linie" (dr. ziethen Verlag Oschersleben 2016, 148 Seiten, Euro 14,99) beschreibt Rosemarie E.C. Leineweber die dreimonatige Reise ihres Großvaters, des Schiffsarztes Dr. Walther Falke auf dem Reichspostdampfer „Herzog" nach Südafrika. Die Autorin ist Diplom-Historikerin und konnte bei ihrer Arbeit auf die umfangreichen Tagebücher und die Fotosammlung ihres Großvaters zurückgreifen. Kapitän Eberhard Stötzner, Leiter des Archivs der DAL/JTE-Unternehmensgruppe, unterstützte sie bei der Bildrecherche, er schrieb das Vorwort und hielt bei der offiziellen Präsentation des Buches in Stendal eine Einführungsrede. Das interessante, liebevoll erarbeitete und ausgestattete Büchlein hebt sich von ähnlichen Publikationen auch dadurch ab, weil Dr. Falke ein kluger Beobachter an Bord und in den besuchten Häfen war, und dadurch ein gutes Bild von der deutschen Südafrika-Fahrt zu Beginn des 20. Jahrhunderts gibt (info@dr-ziethen-verlag.de). *German historian Rosemarie E.C. Leineweber has published the diary of her grandfather Dr Falke who did a three-month trip to South Africa as a ship doctor on board the Deutsche Ost-Afrika-Linien mail steamer "Herzog" back in 1908.*

Goal!

The DAL/JTE in-house football team is very active and lately showed high spirits at a number of tournaments in the Hamburg area – where football is the most competitive sport. To show the DAL company colours (blue and yellow) the team was given a set of new jerseys by the Managing Owners. Close to the company headquarters in the Hamburg district of Altona there are many sports grounds that are easy to reach for thorough training after a hard day's work in the office.

Featuring the new jerseys in DAL colours: André Witthein (guest from Freese Shipping), Max Meyer-Loos (apprentice), Oliver Müller, Sascha Timmann (apprentice), Uwe Tarneden (financial accounting), René Hogrefe (manager crew accounting ECS), Mate Turcinov (SSHEQ), Mark Landau (Hammonia Travel Agency), Frederike Lühr (apprentice), Samuel Kühn (apprentice) and Felix Kuhlenkampff. The team has played successfully at various tournaments with other maritime companies

Aus der Reederei-Familie, Hamburg

Jubiläen

10 Jahre

Herr Juriy Poglod, *Chief Officer*, 18.9.2016

Herr John Christopher Macugay Domingo, *2nd Officer*, 12.10.2016

Herr Joseph Masion Grabador, *3rd Officer*, 24.10.2016

25 Jahre

Herr Rolando Deomampo Hernandez, *2nd Officer*, 8.8.2016

Frau Corinna Herforth, *Liner Accounting* 1.10.2016

Herr Andrew Arnaez Catalino *3rd Engineer*, 28.10.2016

Besondere Geburtstage

95 Jahre

Frau Luise Möller, 19.9.2016
Frau Martha Hahnelt, 3.10.2016

85 Jahre

Frau Anne Kruse, 25.10.2016

80 Jahre

Frau Ilse Wecking, 1.8.2016
Frau Brigitte Andresen, 2.8.2016
Herr Hans-Jürgen Krug, 23.8.2016
Frau Irmgard Haack, 26.8.2016
Herr Udo Elsner, 29.8.2016
Herr Hans-Joachim Hein, 16.9.2016
Herr Günther Behrend, 27.10.2016

75 Jahre

Herr Winfried Erich Breuer, 2.8.2016
Herr Hartmut Krause, 4.9.2016
Herr Rolf Lange, 7.9.2016
Frau Ingrid Polkowski, 26.9.2016
Herr Dieter Reinert, 30.9.2016
Herr Peter Reinhard, 12.10.2016
Herr Wolfgang Rupieper, 16.10.2016

70 Jahre

Herr Hans-Dieter Konrad, 6.9.2016
Herr Bernhard Kuper, 18.9.2016

65 Jahre

Herr Vadym Grytsyuta C/E, 29.8.2016
Herr Norbert Gerstl, 8.9.2016
Frau Grietje Lucka, *Finance/ Accounting/Tax*, 27.9.2016
Herr Hans Werner Fleth, *Electrician*, 27.9.2016

60 Jahre

Frau Elke Münsterberg, *Ship Management*, 2.8.2016
Herr Lucas Nuneza Tambanillo, *2nd Officer*, 18.10.2016

50 Jahre

Herr Thomas Tausendfreund, *Trades*, 7.9.2016
Herr Antonio Quita Ocampo, *Chief Officer*, 11.9.2016

Wir gratulieren zur Geburt eines Kindes

14.3.2016, Kati Amelie, Frau Jasmin Gallon, *DSA Frankfurt*

24.4.2016 Aurora Lumi, Frau Heidi Berger, *Essberger Tankers*

Geheiratet hat

Herr Lasse Texdorf, 18.3.2016, *Essberger Tankers*

Herr Martin Kaven, 27.5.2016, *Essberger Tankers*

Ausgelernte Auszubildende an Land

Frau Katharina Müller, *Linienfahrt*
Herr Samuel Kühn, *Trampfahrt*
Herr Dirk Tobaben-Merkens, *Linienfahrt*
Frau Michelle Cherng, *Trampfahrt*

Neue Mitarbeiter an Land

Frau Linda Kempf, *DALSA Bremen*
Frau Anne Schlitt, *DSA Düsseldorf*
Herr Mate Turcinov, *Ship Management*
Herr Rudolf Gabriel, *Facility Management*
Frau Katharina Müller, *Liner Agency Hamburg*

Wir gedenken

Herrn Uwe Runge (69 Jahre) 1.3.2016

Frau Inge Voigt (78 Jahre) 24.3.2016

Frau Ingrid Direnga (77 Jahre) 15.4.2016

Herrn Rüdiger Bräkling (71 Jahre) 19.4.2016

Herrn Peter Hopp (76 Jahre) 17.5.2016

Frau Irmgard Wollerich (84) 21.5.2016

Herrn Gerhard Doering, (94) 20.6.2016

"When I started it was unusual for a woman to even go on board a ship"

Sylvia Bräkling-Stümer takes over the demanding position as director of DAL's liner agencies in Germany

DAL/JTE NEWS: Briefly describe your tasks in this new position.
BRÄKLING-STÜMER: As managing director of DAL's liner agencies in Germany – DAL-Schiffahrts-Agentur and Deutsche Schiffahrts-Agentur respectively – I'm head of the German sales and customer service organisation of Deutsche Afrika-Linien, with offices in Hamburg, Bremen, Stuttgart, Frankfurt and Düsseldorf. My tasks comprise managing the offices including sales and customer service as well as key account managing, human resources, budgeting, and credit and service quality management.
DAL/JTE NEWS: What do the abbreviations DALSA and DSA stand for?
BRÄKLING-STÜMER: DALSA stands for DAL-Schiffahrts-Agentur, which has offices in Bremen and Hamburg. DSA is short for Deutsche Schiffahrts-Agentur, which has offices in Stuttgart, Frankfurt and Düsseldorf, and is a joint venture of Deutsche Afrika-Linien and the Hamburg Süd Group. I co-manage DSA with a colleague from Hamburg Süd.
DAL/JTE NEWS: How do the two agencies operate, what are the key fields?
BRÄKLING-STÜMER: Our strong local presence through DALSA in the German ports of Bremen and Hamburg, and DSA in inland Germany is an important key to success. In these five offices, a total of 39 highly motivated members of staff work for our customers in sales and customer service. We don't outsource, for example to Asia, instead our staff are close to our customers, which greatly facilitates communication and decision-making. The local teams organise the transport for our customers from door to door. We have big expectations of ourselves: for example, the customer must receive his bill of lading within 24 hours after the ship has sailed and we aim to complete all relevant documentation quickly and correctly within the shortest possible time. As we are ISO 9001-certified, all processes are regularly audited and updated.

Sylvia Bräkling-Stümer: "The logistics industry is very challenging."

DAL/JTE NEWS: What does that mean for you? Being on the road or a desk job?
BRÄKLING-STÜMER: My office is at DALSA in Hamburg, but I'll be in Bremen and the inland offices on a regular basis. Since I've only had this job for a few weeks, I'm now getting to know each of the members of staff first and listening very closely to what they say. I'm very much looking forward to the job and working with such a highly motivated team.
DAL/JTE NEWS: How important are face-to-face meetings?
BRÄKLING-STÜMER: Communicating face-to-face makes an enormous difference, both with customers and with my colleagues.
DAL/JTE NEWS: Face-to-face meetings only with major customers?
BRÄKLING-STÜMER: No. For us, the customer always comes first and we are aware there's a customer behind every container and that the success of his business depends on him getting top service from us. We make sure to ask and listen very carefully to find out what each customer's priorities are and what he needs from us to process his business transactions even more successfully. Transport is a crucial link in the overall chain. That's why speaking to every customer is very important to us.
DAL/JTE NEWS: How many members of staff do you have? And where are they located?
BRÄKLING-STÜMER: Currently there are 9 in Hamburg, 10 in Bremen, 8 in Stuttgart, 7 in Frankfurt and 5 in Düsseldorf.
DAL/JTE NEWS: The logistics industry is a tough line of business. What's it like for a woman – there probably aren't that many women in leading positions, are there?
BRÄKLING-STÜMER: The logistics industry is challenging but also varied and exciting. When I started it was unusual for a woman to even go on board a ship. But they soon accepted me. Meanwhile there are more women, also in shipping, but generally speaking logistics is still a male-dominated world and the number of women in leading management positions, also in middle management, is very small. Hopefully I'm part of the generation that has paved the way a little. My idea of the perfect world is that it won't make any difference anymore whether you're male or female but that suitability plays the decisive role.
DAL/JTE NEWS: What's the current market situation like?
BRÄKLING-STÜMER: Germany is an important trading partner for Africa. That applies particularly to South Africa. For example, all the major German car manufacturers have big factories in South Africa, whose production lines need supplies. Many of the OEMs are increasing their production output, which on the one hand is very positive but on the other hand also poses an enormous challenge for the shipping lines. Here we have the right product with locally based staff who know the respective business and the specific requirements very well, and who think like the customer. For example, we develop contingency plans together with the customer so that should anything ever go wrong due to totally unforeseen circumstances, it is ensured the supplies reach the production lines safely and on time.
DAL/JTE NEWS: Do you see any areas that need to be tackled? Are there any new developments in this line of business?
BRÄKLING-STÜMER: We need to make sure we meet our own expectations of providing the customer with the best possible service 24/7. If there are new requirements, for example an increasing demand for online services, our IT specialists deal with it immediately. That's why the DAL website provides virtually every possible tool you can think of. Whatever the customer needs or asks for: we supply it.
DAL/JTE NEWS: What sets you apart from the competitors, what is the unique selling point of the DAL organisation?
BRÄKLING-STÜMER: We are a service provider and as such it's our goal to offer our customers the best service. We need to know the customer and his very individual requirements and, together with the DAL Agency colleagues in South Africa, to offer him customised services. We provide more than just transport from port to port. We want the customer to feel his cargo is safe with us and that he's in good hands. We manage the transport from start to finish. So, for us it's never "book, ship and forget". And our success proves our approach is right.

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